



# TRANSPORT STATEMENT

LAND WEST OF BLOXHAM ROAD, BANBURY

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## APPENDICES

Appendix A	Indicative site layout plan
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## 1.0 INTRODUCTION

1.1 ADC Infrastructure were commissioned by Barwood Development Securities Ltd to provide transport and highways advice in support of a planning application for a residential development on a site to the west of Bloxham Road in Banbury. The general site location is shown in **Figure 1**.

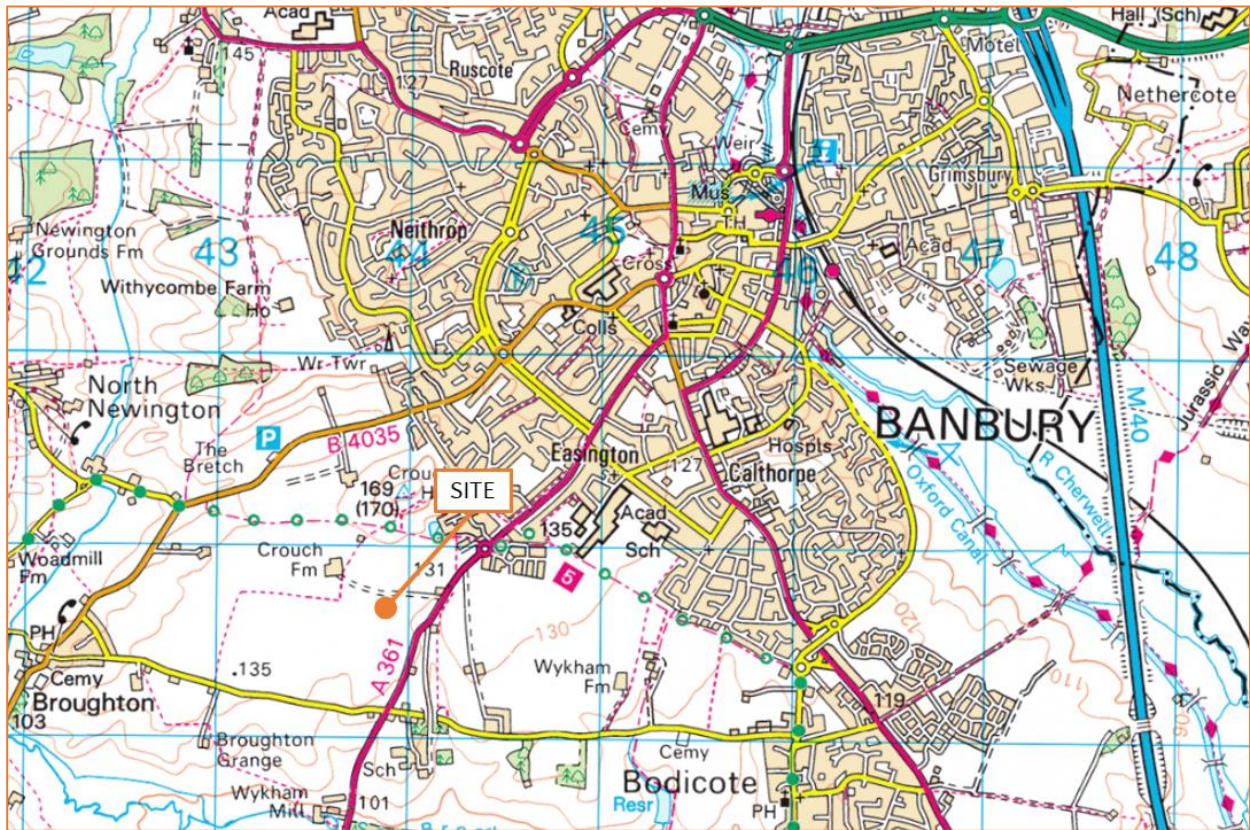


Figure 1: General Site Location

1.2 The development proposals comprise of up to 65 residential dwellings with access to be achieved to the north through the Redrow Bloxham Vale development which is currently being constructed. Vehicle access to the Bloxham Vale development is achieved via the Tyrrell Road arm of the Bloxham Road/Tyrrell Road/Parsons Piece roundabout. An indicative site layout plan is provided in **Appendix A**.

1.3 This Transport Statement has been produced to support the planning application. It has been produced with reference to *Travel plans, transport assessments and statements in decision-taking*<sup>1</sup>. It also examines the transport implications of the development taking into account the following objectives from the *National Planning Policy Framework (NPPF)*<sup>2</sup>:

“110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *Safe and suitable access to the site can be achieved for all users;*

<sup>1</sup> Travel Plans, Transport Assessments and Statements in Decision Taking, National Planning Practice Guidance, March 2014

<sup>2</sup> National Planning Policy Framework, Ministry of Housing, Communities and Local Government, July 2021

- c) *The design of streets, parking area, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code, and*
- d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated to an acceptable degree.*

*111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

1.4 This Transport Statement has been prepared to assess the development proposals and is structured as follows:

- Section 2 sets out the details of the relevant planning applications in the area.
- Section 3 examines the existing conditions in the vicinity of the site. This includes the site location, the local highway network including collision analysis, and the existing opportunities to travel to the site by foot, cycle, bus, and train.
- Section 4 details the development proposals, including the site access arrangements, car parking, servicing, and provision for sustainable transport for all users.
- Section 5 calculates the forecast vehicle trip generation and assesses the impact of the development proposals on the operation and safety of the highway network.
- Section 6 presents the summary and conclusions.

## 2.0 RELEVANT PLANNING HISTORY

- 2.1 In 2013 planning permission was granted for a development of 145 dwellings located to the south of Salt Way and east of the A361 Bloxham Road under Cherwell District Council (CDC) planning reference 12/00080/OUT. Access to this development was initially achieved via a priority controlled T-junction onto Bloxham Road. This development has now been constructed and is fully occupied.
- 2.2 In 2015, outline planning permission (CDC reference 14/01188/OUT) was granted for the development of up to 350 dwellings, associated public open space and associated infrastructure for the site located to the south of Salt Way and west of Bloxham Road. This site is designated as Banbury 16 in the CDC Local Plan 2011 to 2031.
- 2.3 Access to this site was initially proposed in two locations, via a roundabout at the location of the access to the development on the eastern side of Bloxham Road and a secondary access to the south in the form of a priority controlled T-junction. However, Oxfordshire County Council (OCC) Highways requested that the second access was removed as its implementation would jeopardise the planned access to Local Plan site Banbury 17 and the associated link road. Instead, OCC requested that the secondary access was replaced by an emergency access point.
- 2.4 This application was supported by a Transport Assessment and Travel Plan which assessed a higher quantum of development on the site of 400 dwellings.
- 2.5 In addition to the above, full planning permission was approved for the access proposals under CDC planning reference 16/00415/F. This application was supported by a transport technical note which assessed the operation of the access roundabout as the sole development access point. As agreed with OCC the roundabout was assessed for the following criteria:
- 400 dwellings on the site
  - Traffic flows were factored to a 2031 assessment year
  - Further growth was then applied to the through traffic on Bloxham Road to achieve a 40% growth rate to represent the increase in traffic due to the Local Plan sites, namely Banbury 17.
- 2.6 This modelling found that the roundabout would have adequate capacity to accommodate the 400 dwellings, as well as the anticipated growth in traffic on Bloxham Road as a result of Local Plan future developments.
- 2.7 Subsequently, a Section 73 permission (CDC reference 17/00669/REM) was granted in 2017 for the approval of the layout, scale, external appearance and landscaping for a total of 318 dwellings on the site. Redrow are currently developing this site and at the time of writing there are approximately 210 dwellings occupied.
- 2.8 Further to the south, the access roundabout to the Banbury 17 site has recently been constructed. This development will ultimately provide up to 1,000 dwellings together with a mixed use local centre including financial services, restaurants, pubs and takeaways, community uses and a primary school (CDC reference 14/01932/OUT). This development will also provide a link road between Bloxham Road and the A4260 Oxford Road to the east.

### 3.0 EXISTING CONDITIONS

#### Site location

- 3.1 The site is located on the southwestern edge of the town of Banbury, approximately 3km from the town centre. The site is immediately to the south of the Redrow site and a former farm track. The site is bounded by the balancing pond for the Redrow development to the east and agricultural land to the south and west. An extract from the site location plan is shown in **Figure 2** below.

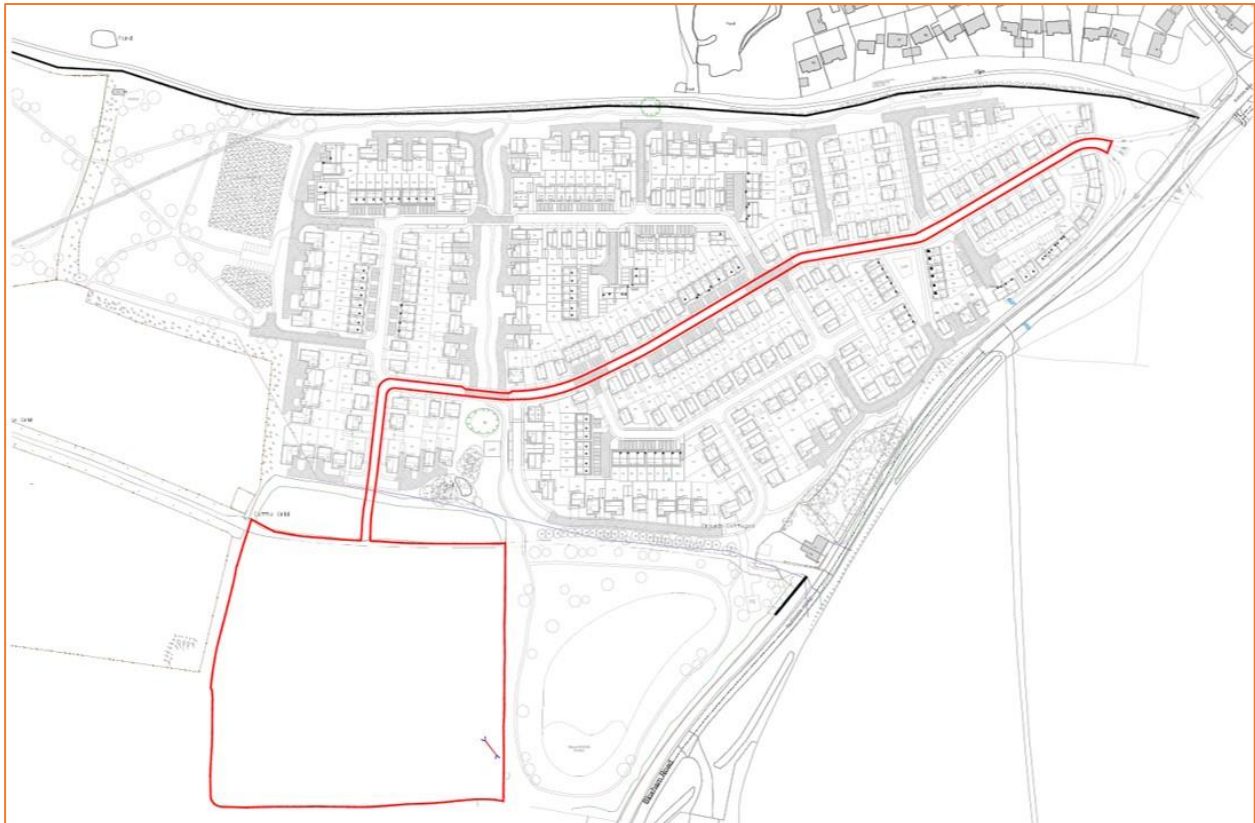


Figure 2: Site location

#### Local highway network

- 3.2 Vehicle access to the Redrow site is achieved via the Tyrrell Road arm of the Bloxham Road/Tyrrell Road/Parsons Piece roundabout. The Bloxham Road arms of the roundabout flare on the approaches to provide a left and ahead lane and a right turn lane. The other arms comprise of single lane approaches.
- 3.3 The speed limit on Bloxham Road in the vicinity of the site has recently been reduced to 30mph as part of the access roundabout works for the Banbury 17 site. Further to the south the speed limit increases to 40mph.
- 3.4 A manual classified turning count was undertaken at the Bloxham Road/Tyrrell Road/Parsons Piece roundabout on Tuesday 1<sup>st</sup> November 2022. A copy of the survey data is provided in **Appendix B**.

### Personal injury accident (PIA) record

- 3.5 The most recent five year PIA data for Bloxham Road in the vicinity of the site was obtained from OCC for the period 1 January 2017 to 30 September 2022. This data confirms that two PIAs occurred during this period, both of which were classified as slight accidents.
- 3.6 The PIA details are as follows:
- Accident 1 occurred on Bloxham Road to the north of the Bloxham Road/Tyrrell Road/Parsons Piece roundabout and involved one vehicle. The collision resulted in slight injuries.
  - Accident 2 occurred on Bloxham Road approximately 320 metres to the south of the Bloxham Road/Tyrrell Road/Parsons Piece roundabout. This collision involved two vehicles travelling north on Bloxham Road with one vehicle overtaking the other.
- 3.7 Upon review, there are no discernible trends in location or accident type that indicate an existing highway safety problem that could be exacerbated by additional traffic associated with the proposed development.

### Opportunities for pedestrian travel

- 3.8 Guidance<sup>3</sup> from the Chartered Institute of Highways and Transportation (CIHT) describes walking distances for commuters, where up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance. **Figure 3** shows the pedestrian catchment area based on a 2km walking distance from the centre of the site, via footways and traffic-free footpaths.
- 3.9 The catchment area covers educational institutions such as Banbury School Day Nursery, Queensway Primary School, Tudor Hall Secondary School, Wyndham Park Academy (Secondary School), Futures Institute (Secondary School) Banbury, The Warriner's Secondary School, Blessed George Napier School, Harriers Banbury Academy and St John's Priory School. Banbury Cross Health Centre is within the 2km catchment and Horton General Hospital is just outside the catchment. The catchment area also includes Co-op supermarket, post office, sports clubs, restaurants, and pubs.

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<sup>3</sup> Guidelines for Providing for Journeys on Foot, Chartered Institute of Highways and Transportation, 2000



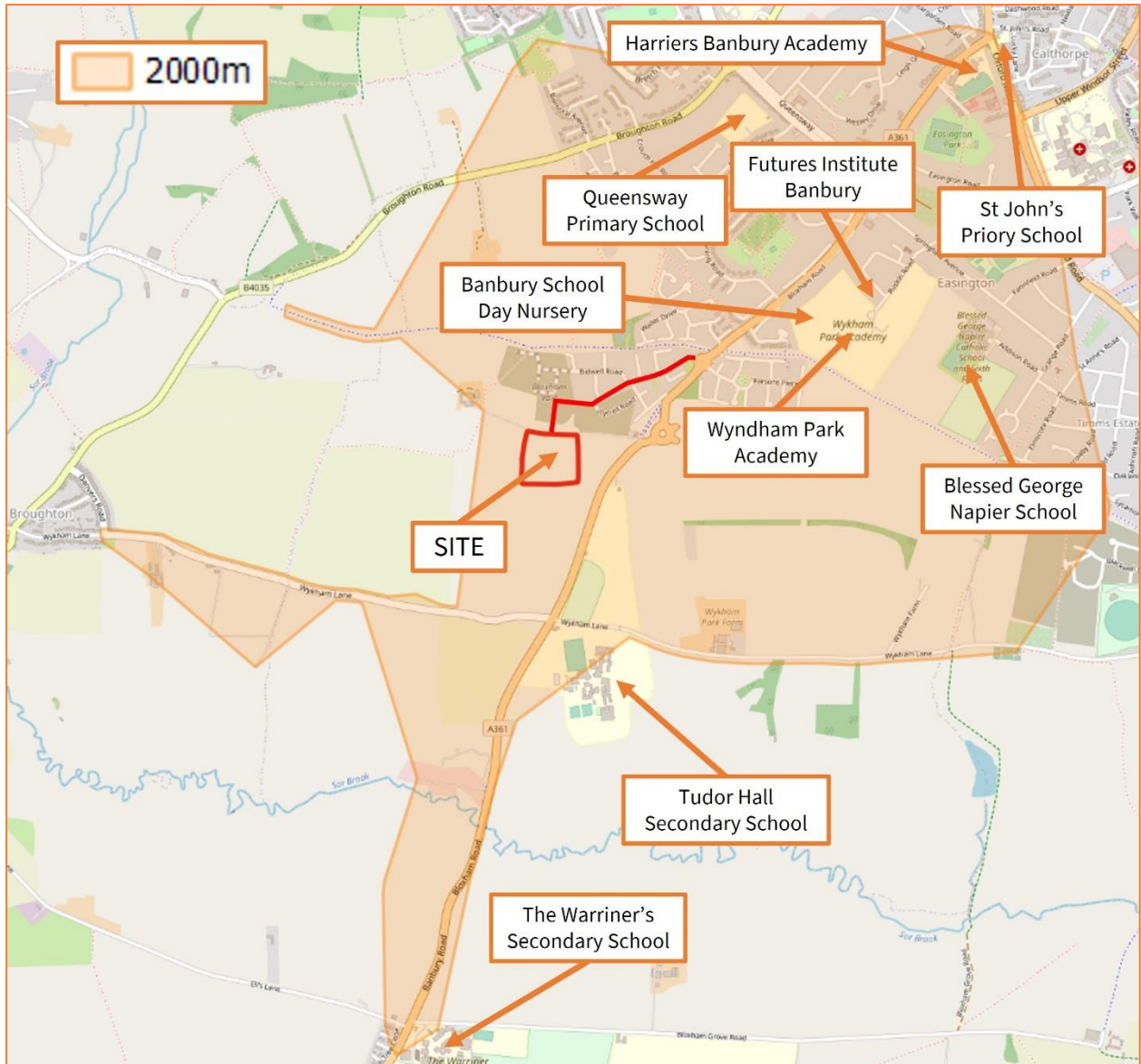


Figure 3: 2km pedestrian catchment

- 3.10 There is good pedestrian infrastructure in the immediate vicinity of the site which includes 3 metres wide footway/cycleways on either side of Bloxham Road. A signal controlled Toucan crossing is located to the north of the Bloxham Road/Tyrrell Road/Parsons Piece roundabout to safely facilitate pedestrian and cycle movements across the carriageway. On the other arms of the roundabout dropped kerb crossings with central refuge islands are provided.
- 3.11 A further crossing point is provided adjacent to the emergency access point into the Redrow developments. This crossing comprises of dropped kerbs with tactile paving and a central refuge island.
- 3.12 The Public Rights of Way (PRoW) in the vicinity of the site are shown in **Figure 4** below. This includes the Salt Way which is a Restricted Byway which runs east to west across southern Banbury, and which also forms part of National Cycle Network (NCN) Route 5.
- 3.13 As shown on the figure, Banbury is served by a network of PRoW which connects the site to the town centre and the neighbouring areas in and around Banbury.

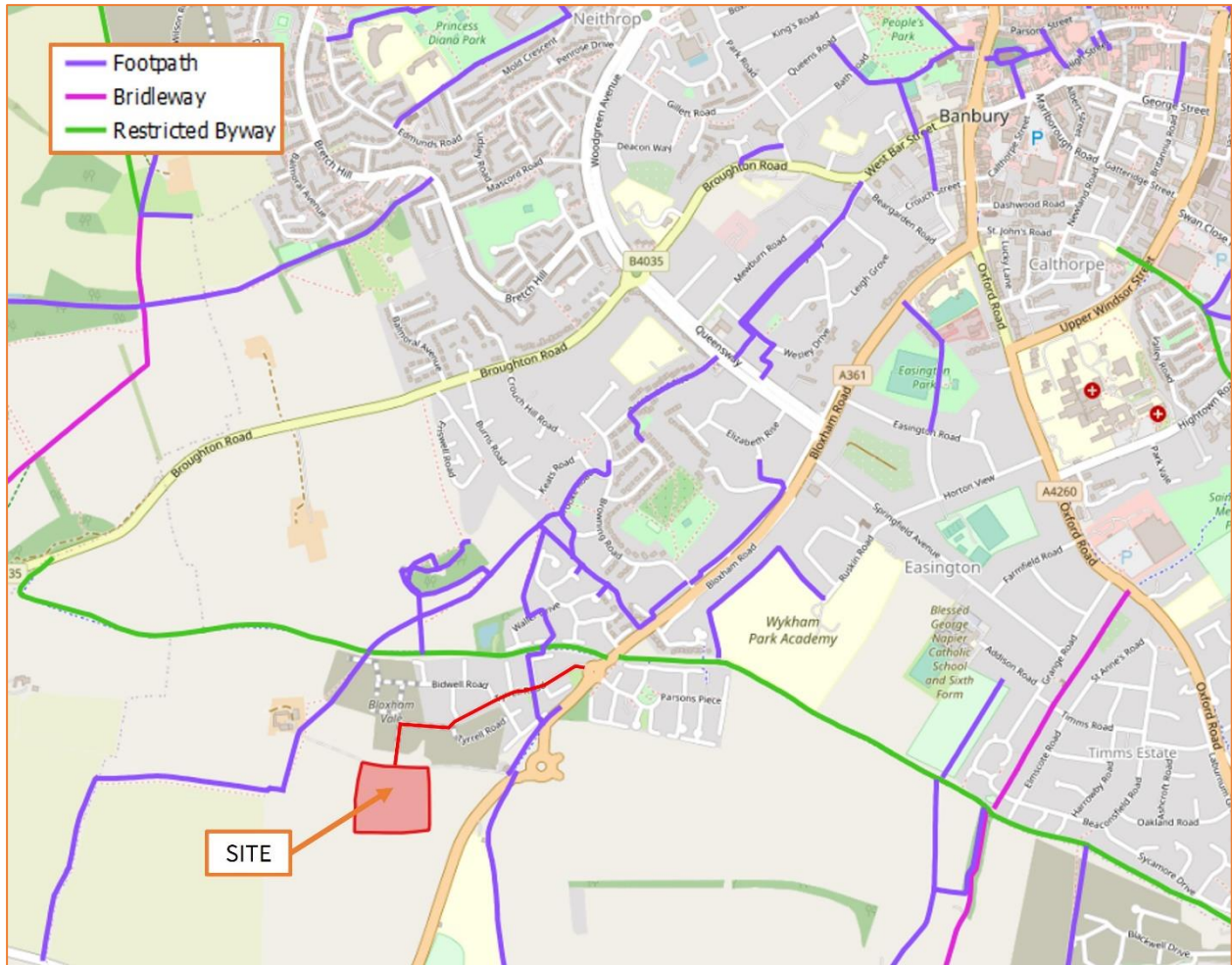


Figure 4: Public Rights of Way connecting the site with town centre

### Opportunities for cycle travel

- 3.14 Cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to work. The 5km catchment is shown in **Figure 5** below and includes Banbury town centre and the suburban areas of Broughton, North Newington, Bretch Hill, Neithrop, Calthorpe, Cherwell Heights, Longford Park, Grimsbury, Ruscote, Castle Grange and Hanwell Fields with their associated services and facilities.
- 3.15 Banbury railway station is located approximately 3.3km from the site within cycling distance from the site. Cherwell Business Village, Wildmere Road Industrial Estate, Penhill Industrial Park, Banbury Cross Retail Park, and Castle Quay Shopping Centre are also located well within the catchment.

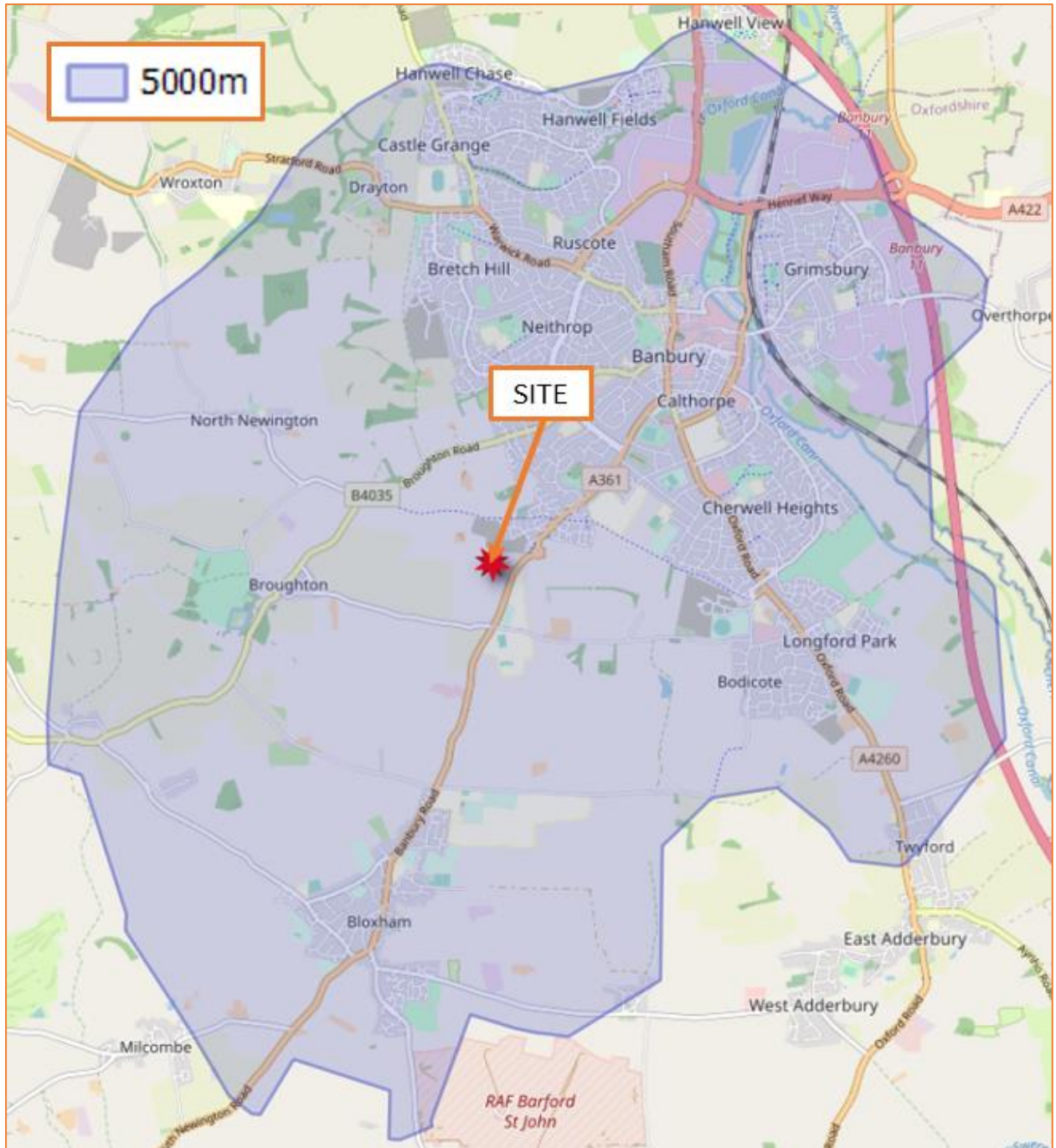


Figure 5: 5km Cycle catchment

3.16 **Figure 6** presents an extract from Sustrans cycle route map which shows the route of NCN Route 5 which passes to the north off the site along the Salt Way. NCN Route 5 is a combination of on-road, off-road and traffic free routes passing through Oxford, Stratford upon Avon, Bromsgrove, Birmingham, Stoke-on-Trent, Chester, Colwyn Bay, and Bangor. In the vicinity of the site, the NCN 5 is an off-road route.

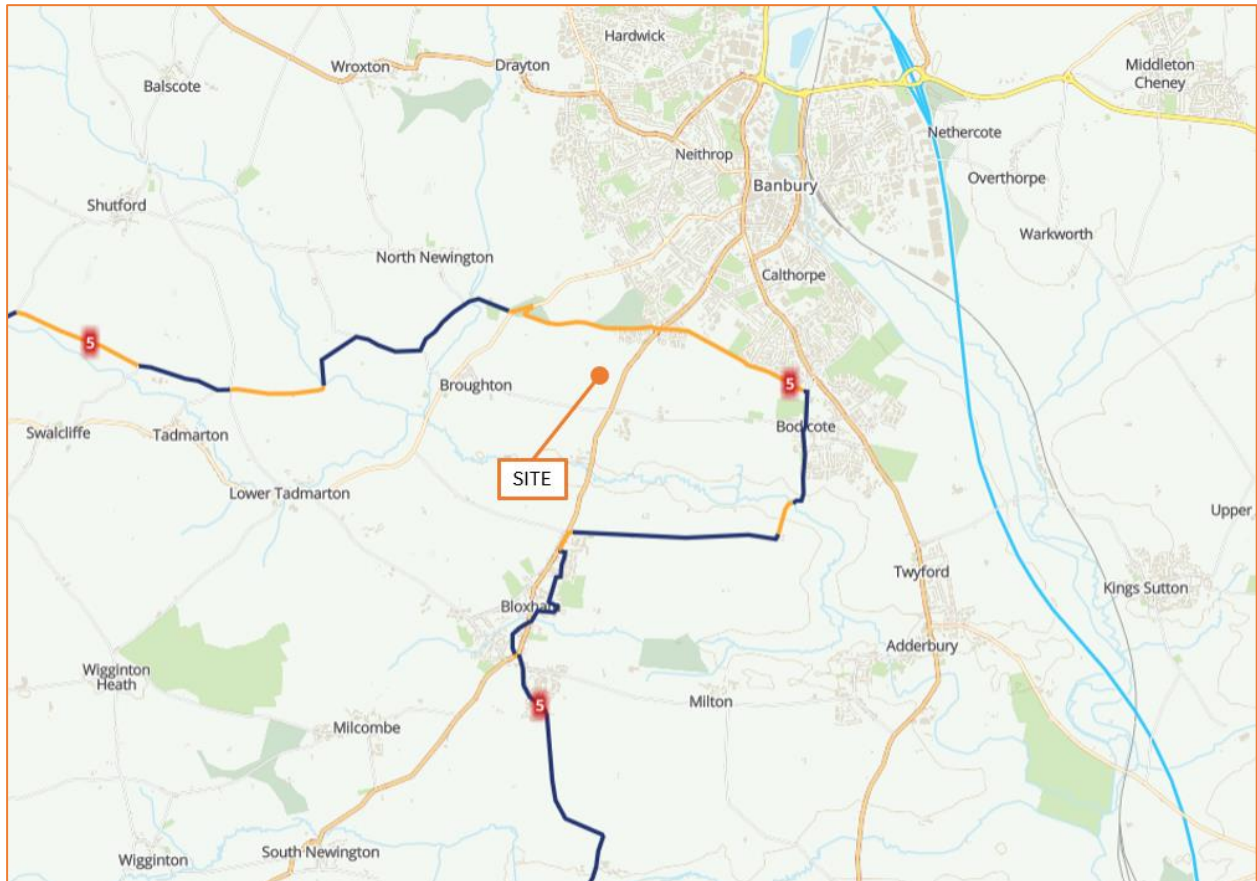


Figure 6: Extract from Sustrans - National Cycle Network 5 route in the vicinity of the site

- 3.17 In addition, a shared footway/cycleway is provided along the western side of Bloxham Road which links Banbury to Bloxham.
- 3.18 Cycle routes will also be provided from Bloxham Road through the Banbury 17 site. These routes will provide a link to the facilities and local centre which are to be provided as part of that development as well as to locations in the south east of Banbury.
- 3.19 OCC and CDC are also developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Banbury. A consultation on the potential network of cycle routes was recently undertaken and included improvements to Bloxham Road to the north of Salt Way to provide safer and easier ways to cycle into Banbury town centre. OCC and CDC are currently reviewing the responses to the consultation.

### Opportunities for bus travel

- 3.20 Bus stops (northbound and southbound) are located within 800m walking distance from the site as shown in **Figure 7** below. Both stops are marked by a pole and flag arrangement, and the northbound stop also has a shelter.
- 3.21 Additional bus stops have recently been provided closer to the development site at the Bloxham Road/Banbury 17 access roundabout. These bus stops include shelters.
- 3.22 These bus stops are served by the buses 488 and 489, which are summarised as follows:
- Bus service 488 runs hourly services from 7am–7pm on Weekdays and 7am–6pm on Saturday and two-hourly services from 9am–6pm on Sunday between Banbury town centre and Milcombe.

- Bus service 489 runs two services a day on Weekdays (06:22, 06:57) and a single service on Saturday (06:22) and Sunday (08:07) between Banbury town centre and Chipping Norton.

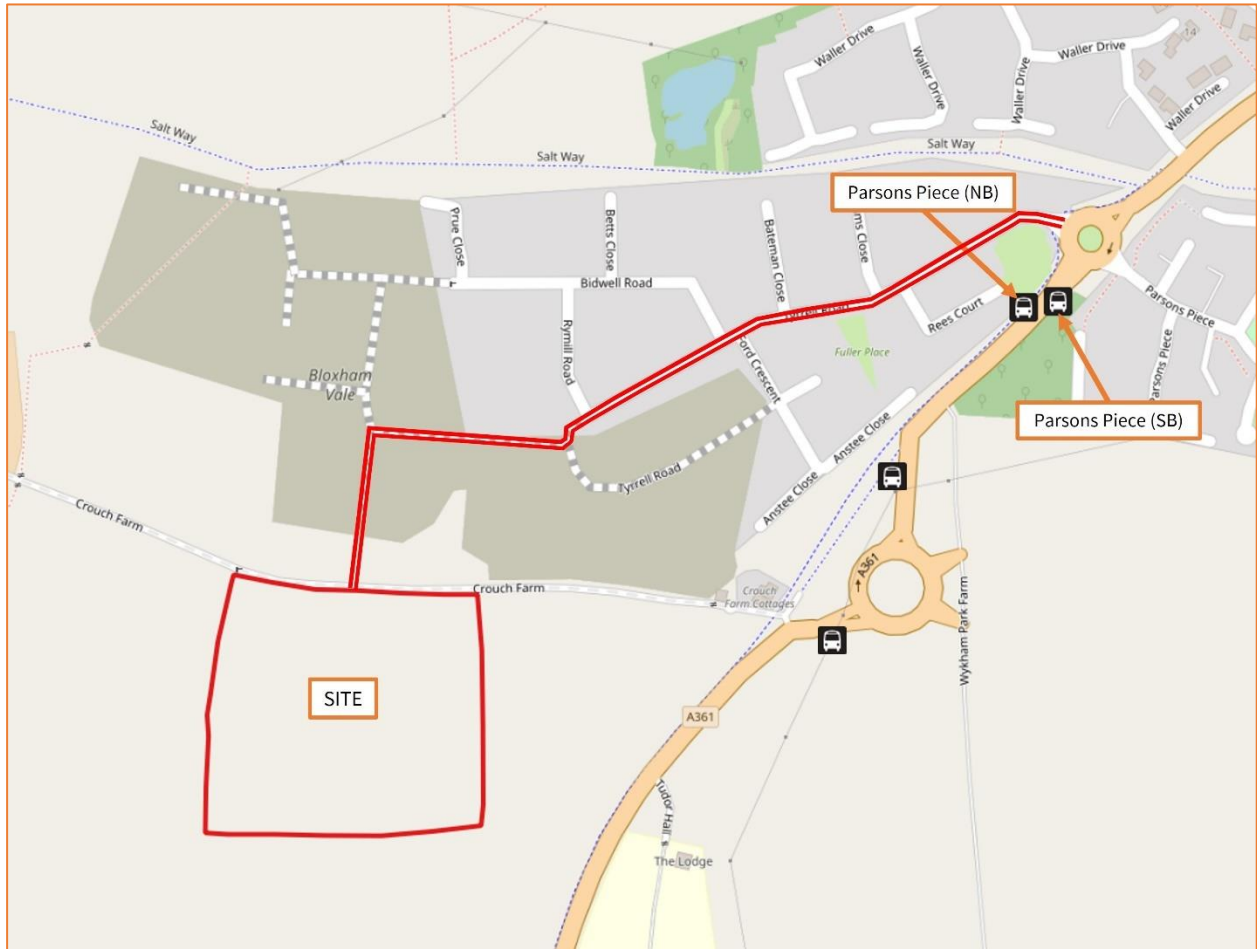


Figure 7: Nearest bus stops to the site

### Opportunities for rail travel

- 3.23 Banbury railway station is located approximately 3.3km from the site. The station is operated by Chiltern Railways, is on the Chiltern Main Line and is served by Chiltern, Great Western Railway and CrossCountry trains.
- 3.24 Services include:
- Three Chiltern Railway trains per hour to London Marylebone.
  - Two Chiltern Railway trains per hour to Birmingham Moor Street, of which one continues to Birmingham Snow Hill.
  - One CrossCountry train per hour to Birmingham New Street.
  - One Great Western Railway train every two hours to Oxford.
- 3.25 The station has three car parks facilitating 978 parking spaces with 14 accessible spaces and 63 sheltered cycle storage spaces.
- 3.26 The train station is a short walk from Banbury bus station which is served by the 488 and 489 services which pass the site on Bloxham Road.

### Sustainability summary

- 3.27 The development is located to the southwest of Banbury town centre. It is connected to the Banbury 16 Local Plan development and located immediately to the west of Banbury 17.
- 3.28 There are various facilities within a 2km walk catchment of the site which include post office, supermarket, health, employment, and educational facilities. These facilities can be accessed via street-lit footways on Bloxham Road and the surrounding residential roads. Additional local facilities will be provided as part of the Banbury 17 development.
- 3.29 Banbury is served by a network of Public Rights of Way (PRoW) which includes the Salt Way Restricted Byway. These routes connect the site to the town centre and the neighbouring areas in and around Banbury.
- 3.30 Banbury town centre, Banbury railway station and the facilities in the surrounding areas including business park, retail park and shopping centre are within the cycling distance from the site. Overall, there are good cycle links from the site to the town centre and facilities within Banbury, via a network of advisory routes and traffic free cycle paths. The National Cycle Network 5 is an off-road cycle path along the Salt Way which connects to Oxford to the south and Stratford upon Avon to the north.
- 3.31 The closest bus stops from the site are on Bloxham Road adjacent to the site. The existing bus services providing regular and frequent buses to Banbury town centre and the railway station. Banbury railway station is approximately 3.3km from the site and provides regular services to cities including London, Oxford, and Birmingham.
- 3.32 Based on the above, it is concluded that the site is in a sustainable location for residential development.

## 4.0 PROPOSED DEVELOPMENT

### Proposals

- 4.1 Outline planning permission is sought for the development of up to 65 homes, including open space provision, parking, landscaping, drainage and associated works, with all matters reserved (appearance, landscaping, layout and scale) except for access. An indicative site layout plan is provided in **Appendix A**.
- 4.2 As shown, vehicle access to the site will be achieved through the Redrow Bloxham Vale development which in turn is accessed via the Tyrrell Road arm of the Bloxham Road/Tyrrell Road/Parsons Piece roundabout.
- 4.3 The OCC Street Design Guide<sup>4</sup> identifies that up to 400 dwellings could be served by one access point. The guide also notes that developments of more than 150 dwellings with a single vehicle access will also require an emergency access. The Redrow development will be developed to provide a total of 318 dwellings served by one main access point and an emergency access. The proposed development will increase this to 383 dwellings which would still meet the standards.
- 4.4 The site layout plan shows the extension of the road from the Redrow development into the site, which then splits to provide three residential cul-de-sacs. A series of private drives effectively creates a loop around the edge of the site which connects to the main spine road and the three cul-de-sacs.

### Access for pedestrians and cyclists

- 4.5 The development has been designed with connectivity as a key consideration. Footways are proposed adjacent to the main spine road and a pedestrian path is provided around the whole of the development.
- 4.6 As the spine road and development roads will be lightly trafficked, cyclists will be able to safely travel on the carriageway. In addition, cyclists could use the private driveways/paths to navigate around the development.
- 4.7 A pedestrian/cycle link is also proposed in the northeast corner of the site to connect into the Bloxham Vale development. This will provide a link to the following:
- the green corridor which runs north to south through the Bloxham Vale development and which connects to Salt Way.
  - the residential roads and paths to the northeast which provide a direct link to the footway/cycleway on Bloxham Road and the bus stops via the emergency access point.

### Parking

- 4.8 As outline planning permission is sought with all matters reserved except for access, the actual level of cycle and car parking provision will be determined at the reserved matters stage. However, the level of parking will be provided at the level set out in local guidance.
- 4.9 The relevant guidance is assumed to be OCC's<sup>5</sup> parking guidance and this identifies the minimum levels of cycle parking as follows.

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<sup>4</sup> Street Design Guide, Oxfordshire County Council, September 2021

<sup>5</sup> Parking Standards for New Developments, Oxfordshire County Council, October 2022

- 1 bedroom – 2 spaces per bedroom
  - 2 bedrooms – 2 spaces per bedroom
  - 3 bedrooms – 2 spaces per bedroom
  - 4+ bedrooms – 2 spaces per bedroom.
- 4.10 With regards to vehicle parking, OCC's standards are as follows:
- 1-2 bedroom dwelling - up to 1 space per dwelling to be provided within the development site
  - 3+ bedroom dwellings - up to 2 spaces per dwelling to be provided within the development site.
- 4.11 For visitor parking the guidance states that *“Developers are expected to take an approach that is consistent with national research which suggests, “that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In other circumstances it may be appropriate to allow for additional demand for visitor parking of 0.2 spaces per dwelling” (DCL, 2007, Residential Car Parking Research). For some residential developments, this approach may not necessary be feasible. If this is the case, a maximum visitor parking level of 1 car parking space per every 5 residential units will be considered. Any such proposal will require a justification to be provided as part of a transport submission”*.
- 4.12 The parking guidance also includes for Electric Vehicles and states that *“For all residential developments, active (live) on-plot charging points for electric vehicles and e-bicycles are to be provided. Off-plot residential car parking provisions i.e., a privately maintained parking area is to be provided with at least 25% (with a minimum of two) active charging points for all parking spaces”*. The development will meet this standard.



## 5.0 TRIP GENERATION

### Introduction

- 5.1 OCC has recently produced new guidance<sup>6</sup> on how Transport Assessments should be undertaken. The formal adoption of this document as a supplementary document to the Local Transport and Connectivity Plan (LTCP) (adopted July 2022) was recommended by OCC Cabinet at their meeting in September 2022. The advice in this document is based on the guidance set out in the recent TRICS guidance<sup>7</sup> and builds on the TRICS advice to ensure that it relates appropriately to the LTCP.
- 5.2 Paragraph 1.1.2 of OCC's guidance provide a description of the decide and provide approach as *"the decide and provide approach to transport planning decides on a preferred vision of the future and then provides the means to work towards that whilst also accommodating uncertainty about the future. This offers the opportunity for more positive transport planning and will help to implement the LTCP transport user hierarchy by considering walking, cycling and public transport upfront"*.
- 5.3 OCC's guidance confirms that the decide and provide approach still requires the transport impacts of developments to be assessed. However, instead of basing the assessments on previous travel patterns and assuming that they will continue into the future, Transport Assessments will be required to model a range of plausible scenarios.
- 5.4 Paragraph 1.3.3 expands on the details of the scenarios that could be assessed and states that *"These plausible scenarios will be based on the characteristics of the proposed development site's location, its existing connectivity, the mitigation or connectivity improvements that will be either delivered directly by the site developers or through financial contributions towards OCC schemes, and the extrapolation of trends in travel behaviour"*.
- 5.5 The guidance notes that the requirement for scenario testing is based on the scale, sensitivity and complexity of the site in question. The proposals are for a small scale residential development of 65 dwellings which is directly connected to a Local Plan allocated site, and opposite a further large scale allocation. As detailed above, the site is in a sustainable location with good opportunities for residents of the development to travel by sustainable modes. Hence, it is considered that trip rate scenario testing is not required.

### Vehicle trips

- 5.6 The guidance advises that the starting point for determining existing and forecast multi-modal trip rates for all scenarios will be using the TRICS database. However, should supplementary evidence be considered useful or necessary, the inclusion of other evidentiary sources (such as surveys) could be considered.
- 5.7 As noted above, a traffic survey was undertaken at the Bloxham Road/Tyrrell Road/Parsons Piece roundabout in November 2022 which provides details of the vehicle movements to and from the Bloxham Vale and Parsons Piece development.

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<sup>6</sup> Implementing 'Decide and Provide': Requirements for Transport Assessments, Oxfordshire County Council, September 2022

<sup>7</sup> Guidance Note on the Practical Implementation of the Decide & Provide Approach, TRICS, February 2021

5.8 These sites were designated as suitable for residential development in the Local Plan and include the agreed connectivity improvements which link them to Banbury. They will therefore be representative of the proposed development. It is therefore considered that the traffic survey is likely to provide a more representative assessment of the vehicle trips rates from the proposed development than using the TRICS database.

5.9 The following tables summarise the peak hour movements to and from Parsons Piece and Tyrrell Road. The tables also show the resulting trip rates based on 145 dwellings accessed from Parsons Piece and 210 dwellings from Tyrrell Road.

Parsons Piece	recorded vehicles			vehicle trip rate		
	arrive	depart	two-way	arrive	depart	two-way
AM peak	33	69	102	0.228	0.476	0.704
PM peak	45	31	76	0.310	0.214	0.524

Tyrrell Road	recorded vehicles			vehicle trip rate		
	arrive	depart	two-way	arrive	depart	two-way
AM peak	45	90	135	0.214	0.429	0.643
PM peak	80	42	122	0.381	0.200	0.581

5.10 As construction is still ongoing on the Redrow development it is likely that the number of vehicles recorded on Tyrrell Road would include construction vehicles which will skew the trip generation calculations. Hence, it is proposed that the traffic generation for the proposed development is based on the survey results for Parsons Piece. The traffic generation associated with the proposed up to 65 dwelling development is set in the table below.

Proposed development	vehicle trip rate			vehicles		
	arrive	depart	two-way	arrive	depart	two-way
AM peak	0.228	0.476	0.704	15	31	46
PM peak	0.310	0.214	0.524	20	14	34

5.11 It is noted that the trips are higher in the morning peak hour than the evening peak hour. This is likely to be a result of journeys to school and residents starting work at the same time, whereas the time the residents return home is more variable.

### Modal split and person trip generation

5.12 In line with the guidance, the anticipated modal split has been sourced for the development has been sourced from the 2011 Census travel to work data for the Banbury MSOA areas. The modal splits and the resulting person trips are set out in the table below.

Mode	Percentage	AM peak two-way trips	PM peak two-way trips
Walking	19.4%	15	11
Cycling	3.4%	3	2
Bus	3.2%	2	2
Train	3.3%	3	2
Motorcycle	0.7%	1	0
Work from Home	3.7%	3	2
Car passenger	7.1%	6	4
Car driver	58.7%	46	34
Other	0.5%	0	0

- 5.13 The data identifies that 3.7% residents work from home. This actual figure is likely to be higher as the level of working from home has increased following the Covid-19 pandemic. As such the above table presents the worst case for off-site person trips during the peak hours.

#### **Impact of additional person trips on the local infrastructure**

- 5.14 As detailed above, the site is sustainably located and will have good connections to the existing footway and cycleway network and the nearby bus stops. It is therefore considered that sufficient infrastructure is in place to accommodate the person trips generated by the development as shown in the table.
- 5.15 A separate Travel Plan has been prepared to increase travel by sustainable modes and to improve the modals splits detailed in the table.

#### **Impact of additional vehicle trips on the highway network**



- 5.16 The above analysis calculates that the proposed development of up to 65 dwellings could generate 46 and 34 two-way trips in the morning and evening peak periods.
- 5.17 These trips would distribute onto the highway network at the Bloxham Road/Tyrrell Road/Parsons Piece roundabout. A review of the traffic survey results identifies that typically the majority of the movements are to and from the north during the peak periods (approximately 30% during the morning peak hour). The resulting development traffic at other off-site junctions would therefore be less than 30 two-way trips which is typically used as a measure of when additional traffic could start to have an impact. As the level of off-site trips would not be significant, the assessment of off-site junctions is not required.
- 5.18 In addition, as outlined above outline planning permission was granted for 350 dwellings on the Bloxham Vale development of which only 318 are proposed to be constructed, which is a shortfall of 32 dwellings. The development proposals will therefore result in an increase of only 33 dwellings on the previously consented position. The resulting trip generation would therefore be less than that detailed above.
- 5.19 It is also noted that the operation of the Bloxham Road/Tyrrell Road/Parsons Piece roundabout has previously been tested for 400 dwellings on the site. The junction was found to have sufficient capacity to accommodate the 400 dwellings as well as the anticipated growth in traffic on Bloxham Road as a result of the Local Plan developments. The roundabout would therefore operate within capacity with the proposed total of 383 dwellings served from the Tyrrell Road arm of the junction.
- 5.20 Based on the above it is concluded that the development will not have an adverse impact on the operation of the surrounding highway network.

## 6.0 SUMMARY

- 6.1 ADC Infrastructure were commissioned by Barwood Development Securities Ltd to provide transport and highways advice in support of a planning application for a residential development on a site to the west of Bloxham Road in Banbury.
- 6.2 Outline planning permission is sought for the development of up to 65 homes, including open space provision, parking, landscaping, drainage and associated works, with all matters reserved (appearance, landscaping, layout and scale) except for access. Vehicle access to the site will be achieved through the Redrow Bloxham Vale development which in turn is accessed via the Tyrrell Road arm of the Bloxham Road/Tyrrell Road/Parsons Piece roundabout.
- 6.3 The development is located to the southwest of Banbury town centre. It is connected to the Banbury 16 Local Plan development and located immediately to the west of Banbury 17. There are various facilities within a 2km walk catchment of the site which include post office, supermarket, health, employment, and educational facilities. These facilities can be accessed via street-lit footways on Bloxham Road and the surrounding residential roads. Additional local facilities will be provided as part of the Banbury 17 development.
- 6.4 Banbury town centre, Banbury railway station and the facilities in the surrounding areas including business park, retail park and shopping centre are within the cycling distance from the site. Overall, there are good cycle links from the site to the town centre and facilities within Banbury, via a network of advisory routes and traffic free cycle paths. The National Cycle Network 5 is an off-road cycle path along the Salt Way which connects to Oxford to the south and Stratford upon Avon to the north.
- 6.5 The closest bus stops from the site are on Bloxham Road adjacent to the site. The existing bus services providing regular and frequent buses to Banbury town centre and the railway station. Banbury railway station is approximately 3.3km from the site and provides regular services to cities including London, Oxford, and Birmingham.
- 6.6 It is therefore concluded that the site is in a sustainable location for residential development.
- 6.7 The impact of the additional person trips generated by the development has been assessed. It is considered that sufficient infrastructure is in place to accommodate the person trips generated by the development as shown in the table. It has also been identified that the additional development vehicles trips will not have an adverse impact on the operation of the surrounding highway network.
- 6.8 A separate Travel Plan has been prepared to encourage and increase travel by sustainable modes
- 6.9 To conclude, with reference to the NPPF, the development would provide opportunities for travel by sustainable transport modes; safe and suitable access can be achieved for all users; and the impact of the development would not be severe. Therefore, it is considered that the development is acceptable from a highways perspective.

APPENDIX A  
SITE LAYOUT PLAN

## KEY

-  Proposed Site Boundary (total area 3.46ha)
-  Proposed Trees



## APPENDIX B

# TRAFFIC SURVEY DATA



Banbury, Tuesday 1st November 2022

Junction: 1  
Approach: A361 Bloxham Road North

TIME	To Parsons Piece								To A361 Bloxham Road (S)								To Tyrrell Road								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	1	0	0	0	2	0	1	54	18	3	2	1	79	0	0	7	3	0	0	0	10	0	0	0	0	0	0	0	
07:15 - 07:30	0	0	1	2	0	0	0	3	0	0	82	22	2	0	0	106	0	0	7	5	0	0	0	12	0	0	0	0	0	0	0	
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	90	20	3	0	0	113	0	0	5	3	1	1	0	10	0	0	0	0	0	0	0	
07:45 - 08:00	0	0	2	0	0	0	0	2	0	0	90	13	2	2	1	108	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>316</b>	<b>73</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>406</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
08:00 - 08:15	0	0	5	0	0	0	0	5	0	0	90	14	3	2	3	112	0	0	6	3	1	3	0	13	0	0	0	0	0	0	0	
08:15 - 08:30	0	0	4	1	0	0	0	5	0	2	55	6	0	2	0	65	0	0	6	0	1	0	0	7	0	0	0	0	0	0	0	
08:30 - 08:45	0	0	4	1	0	0	0	5	0	0	42	9	3	0	0	54	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	
08:45 - 09:00	0	0	8	2	0	0	0	10	0	0	56	10	2	2	1	71	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>2</b>	<b>243</b>	<b>39</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>302</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
09:00 - 09:15	0	0	3	2	0	0	0	5	0	0	47	15	3	2	0	67	0	0	8	0	1	0	0	9	0	0	0	0	0	0	0	
09:15 - 09:30	0	0	2	1	0	0	0	3	1	0	47	10	3	2	1	64	0	0	2	0	1	0	0	3	0	0	0	0	0	0	0	
09:30 - 09:45	0	0	2	1	0	0	0	3	0	0	47	17	3	3	0	70	0	0	2	3	0	2	0	7	0	0	0	0	0	0	0	
09:45 - 10:00	0	0	1	3	0	0	0	4	1	0	54	11	4	1	1	72	0	0	5	1	0	1	0	7	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>195</b>	<b>53</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>273</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>2</b>	<b>3</b>	<b>754</b>	<b>165</b>	<b>31</b>	<b>18</b>	<b>8</b>	<b>981</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>22</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
16:00 - 16:15	0	0	10	1	0	0	0	11	0	2	71	6	0	3	1	83	0	0	4	2	0	0	0	6	0	0	0	0	0	1	0	1
16:15 - 16:30	0	0	14	1	0	0	0	15	0	0	99	12	1	0	0	112	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	
16:30 - 16:45	0	0	6	0	0	0	0	6	0	0	69	9	1	0	0	79	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	
16:45 - 17:00	0	0	8	0	0	0	0	8	0	0	72	8	0	1	0	81	0	0	12	3	0	0	0	15	0	0	1	2	0	0	3	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>2</b>	<b>311</b>	<b>35</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>355</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>4</b>	
17:00 - 17:15	0	0	11	3	0	0	0	14	0	2	99	11	0	0	2	114	0	0	17	1	0	0	0	18	0	0	1	0	0	0	1	
17:15 - 17:30	0	0	5	1	0	0	0	6	0	0	114	4	0	0	0	118	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	
17:30 - 17:45	0	0	8	1	0	0	0	9	0	1	74	3	0	1	0	79	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	
17:45 - 18:00	0	0	12	0	0	0	0	12	0	1	71	7	1	1	1	82	0	0	14	3	0	0	0	17	0	0	1	0	0	0	1	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>4</b>	<b>358</b>	<b>25</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>393</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
18:00 - 18:15	0	0	9	0	0	0	0	9	0	0	63	1	0	0	1	65	0	0	21	2	0	0	0	23	0	0	0	0	0	0	0	
18:15 - 18:30	0	0	7	1	0	0	0	8	0	0	62	4	1	0	0	67	0	1	14	0	0	0	0	15	0	0	0	0	0	0	0	
18:30 - 18:45	0	0	6	0	0	0	0	6	0	1	62	2	0	0	1	66	0	0	16	1	0	0	0	17	0	0	1	0	0	0	1	
18:45 - 19:00	0	0	10	0	0	0	0	10	0	0	56	3	1	0	0	60	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>1</b>	<b>243</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>258</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>0</b>	<b>7</b>	<b>912</b>	<b>70</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>1006</b>	<b>0</b>	<b>1</b>	<b>157</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>175</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>





Banbury, Tuesday 1st November 2022

Junction: 1  
Approach: Parsons Piece

TIME	To A361 Bloxham Road (S)								To Tyrrell Road								To A361 Bloxham Road (N)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
07:15 - 07:30	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
07:30 - 07:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8
07:45 - 08:00	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
08:00 - 08:15	0	1	7	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15
08:15 - 08:30	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	15	0	0	0	0	15
08:30 - 08:45	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9
08:45 - 09:00	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	4	3	0	0	0	7
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
09:15 - 09:30	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
09:45 - 10:00	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
16:15 - 16:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
17:15 - 17:30	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
17:30 - 17:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	



Banbury, Tuesday 1st November 2022

Junction: 1

Approach: A361 Bloxham Road South

TIME	To Tyrrell Road								To A361 Bloxham Road (N)								To Parsons Piece							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	1	1	49	6	0	0	0	57	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	1	0	1	0	2	0	0	50	15	3	1	1	70	0	0	1	0	0	0	0	1
07:30 - 07:45	0	0	1	1	0	1	0	3	1	2	96	14	1	0	0	114	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	2	1	0	0	0	3	0	0	86	5	1	3	1	96	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>281</b>	<b>40</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>337</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
08:00 - 08:15	0	0	0	1	0	0	0	1	1	1	75	11	0	1	0	89	0	0	1	1	0	0	0	2
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	91	11	2	3	5	112	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	0	2	0	0	0	2	0	1	94	7	1	4	1	108	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	1	1	88	7	2	2	2	103	0	0	3	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>348</b>	<b>36</b>	<b>5</b>	<b>10</b>	<b>8</b>	<b>412</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
09:00 - 09:15	0	0	4	1	0	0	0	5	0	0	79	5	0	3	2	89	0	0	3	0	0	0	0	3
09:15 - 09:30	0	0	0	1	0	3	0	4	1	1	80	10	2	1	0	95	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	1	0	0	0	0	1	0	0	90	10	3	3	1	107	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	1	0	1	0	2	0	0	69	13	1	2	0	85	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>318</b>	<b>38</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>376</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>5</b>	<b>7</b>	<b>947</b>	<b>114</b>	<b>16</b>	<b>23</b>	<b>13</b>	<b>1125</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	73	20	0	1	0	94	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	4	0	0	0	0	4	0	2	63	16	1	0	1	83	0	0	2	1	0	0	0	3
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	78	20	0	0	0	98	0	0	2	0	0	0	0	2
16:45 - 17:00	0	0	1	2	0	0	0	3	1	0	100	10	0	1	1	113	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>314</b>	<b>66</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>388</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
17:00 - 17:15	0	0	2	1	0	0	0	3	0	1	94	15	1	0	0	111	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	2	0	0	0	0	2	0	0	80	5	0	2	0	87	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	3	1	0	0	0	4	0	2	89	8	1	0	1	101	0	0	2	1	0	0	0	3
17:45 - 18:00	0	0	5	0	0	0	0	5	0	2	87	7	0	0	1	97	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>350</b>	<b>35</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>396</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
18:00 - 18:15	0	0	1	0	0	0	0	1	0	2	73	7	0	0	0	82	0	0	2	0	0	0	0	2
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	91	6	0	0	0	97	0	0	2	0	0	0	0	2
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	62	4	0	0	1	67	0	0	2	0	0	0	0	2
18:45 - 19:00	0	0	2	0	0	0	0	2	0	0	71	4	0	0	0	75	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>297</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>321</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>9</b>	<b>961</b>	<b>122</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>1105</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>



Banbury, Tuesday 1st November 2022

Junction: 1  
Approach: Tyrrell Road

TIME	To A361 Bloxham Road (N)								To Parsons Piece								To A361 Bloxham Road (S)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
07:15 - 07:30	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:30 - 07:45	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
07:45 - 08:00	0	0	18	1	0	0	0	19	0	0	0	0	0	0	0	0	0	0	4	1	0	1	6	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>
08:00 - 08:15	0	0	22	0	0	0	0	22	0	0	1	0	0	0	0	1	0	0	1	0	1	2	0	4
08:15 - 08:30	4	0	11	2	1	2	0	20	0	0	0	0	0	0	0	0	0	0	7	0	0	1	0	8
08:30 - 08:45	0	0	12	1	0	1	0	14	0	0	0	0	0	0	0	0	0	0	7	0	0	1	0	8
08:45 - 09:00	0	0	14	1	0	0	0	15	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>59</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>21</b>	
09:00 - 09:15	0	0	3	3	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	8	0	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 - 09:45	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4
09:45 - 10:00	0	0	9	0	0	2	0	11	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	
<b>TOTAL</b>	<b>4</b>	<b>0</b>	<b>137</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>164</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>39</b>	
16:00 - 16:15	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:15 - 16:30	0	0	14	6	0	0	0	20	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
16:30 - 16:45	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45 - 17:00	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	
17:00 - 17:15	0	0	6	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	12	0	1	0	0	13	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
17:45 - 18:00	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	
18:00 - 18:15	0	0	8	0	0	0	0	8	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
18:30 - 18:45	0	1	3	2	0	0	0	6	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
18:45 - 19:00	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>111</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	